Mme. Patti will take home \$400,000 profits. If that isn't faring well, what

It begins to look as if the Missouri mule may as well be getting ready for a sea voyage.

Japan has millions for war, and it would do well to keep them for locomotives and bric-a-brac.

Turkey has promised to make full reparation, and hopes we will be good enough to let it go at that.

It may be that the Turkish soldier smokes a better brand of coffin nail than the British soldier does.

King Edward swore the other day and now New York is threatened with a shocking wave of profanity.

And yet many more persons have been hurt in railway accidents this year than in flying machine accidents.

Learned ethnologists have discov ered that all tribe, within the arctic circle are of one race-the blubber There are heavy fogs in Paris this

winter, owing no doubt to the sud-

den good will between that city and All Fools' day appears to have played a part with the bungler who sought by forgery to fasten guilt on

Capt. Dreyfus. When Tom Lawson writes verse instead of prose in dealing with Amalgamated and Heinze, is the worst

New York could satisfy a good deal of natural curiosity by revealing where it goes to get the exhibits for its beauty shows.

ever or isn't it?

A man named Solomon is 'n trouble at Hamilton, Ont., over a little matter of two wives. How the Solomons have degenerated!

From the comments it is inferred that New York considers "Parsifal" superior to Pete Dailey, but not quite so good as Willie Collier.

Sir Thomas Lipton is accused of failing to live up to his financial obligations. Still, that's a common failing for jolly good fellows.

The French soldier who intends to subjugate wild African tribes by phonograph doubtless means to fit all the cylinders with "Hilawatha."

The duke of Roxburghe renews his declaration that he will never come to America again. Nevertheless, we wish you a happy New Year.

This year has added 5,723 miles to the mileage of railroads in this country. Let us see that this does not increase the number of collisions next

It is rumored that Mr. Morgan offered \$250,000 for the original manuscript of "Paradise Lost." Wonder what he'd offer for 'Paradise Re-

What a vast sum that Missourl man with the "scrupulous conscience" must have secured by foul means when he has returned by stealth more than \$2,000.

An Indiana man has written a financial history of the world. But who cares anything about fluancial matters now? What we want is a treatise on the liver.

Those hand-painted stockings that -we learn from the fashion magazines-the girls are wearing now should have been just the thing to hang up Christmas eve.

Little Robby von der Goltz of Cincinnati, who found a \$30,000 legacy in his Christmas stocking, was doubtless disappointed because it wasn't a red wagon or a pair of skates.

Wos y Gil is reported to be in hiding. It isn't likely, however, that a man with as much money as he is reported to have carrried away with him can keep out of sight very long.

With riets and murders and holdups making life exciting in Chicago, the Chicago police have received strict orders that hereafter-they must keep their trousers nicely

Fancy what a dull place the island of Hasti would be if they didn't have those revolutions. You can't expect people to be satisfied with no other excitement than chicken fights and the breakbone fever.

Long Gee, a Chinese laundryman near New York, has applied to the courts for a divorce from his wife, a Chinese woman, and all their friends and acquaintances feel intensely and thoroughly scandalized at his American conduct.

Bill Nye's grave in North Carolina is said to be unmarked by a stone of any kind and to have suffered such neglect that it may hardly be found among weeds and rubbish. What a tory Bill could write on the ' "re no

WARNED BY J. J. HILL

England's Tariff Policy Means Death to the Northwest Unless New Markets Are Established.

Within Ten Years Manitoba Can Supply England With All the Wheat She Needs.

The Minnesota State Agricultural sodety held its annual meeting in Minneapolis on the 12th, 13th and 14th insts. The conspicuous feature of the meeting was the following address by J. J. Hill, president of the Great Northern railway. en the afternoon of the 13th. He was greeted with great applause when he took the platform,

Mr. Hill's Speech. Mr. Chairman, Ladies and Gentlemen: It is a great pleasure to me to be here to-day, and I may say it is a pleasure for me at all times and in all places to be able o raise my hand or voice in whatever will help the country in which we live. The nation always has and always will depend for everything that goes to make the country worth living in upon the men who cultivate the soil. There is more intelligence, more patriotism, more of everything that goes to make good citizenship, on the farms than anywhere else in the (Applause.) It has always been so, from the early days to the present. Many of us here can remember what, a few years ago, we called "the late un-pleasantness." The men left their plows in the furrow, half way across the field, to follow the flag of their country, and the farmers' sons were the men who most distinguished themselves. Country life is better life to develop a man than that in the city. It gives him better oppor-tunity, if he will take advantage of it. tunity, if he will take advantage of it. And I want to impress upon the fathers, and the mothers, if they are here, that their children in growing up on the farm should not look forward to the time when they can leave ft, when they can have their hair banged and soaked down and come to the town to look for a job. Better men and better women live in the country. The time will never come when this country can afford to lose sight of the interests of the people who live on the land. Everything that is of value comes out of the farm, the forests, the mine, and the sea—four sources from which everything that is worth having comes.

Farms Must Support Everybody.

Farms Must Support Everybody. Farms Must Support Everybody.

Now, we have not got the sea. We had some fine forests in Minnesota, but where are they? They are so far gone that ten or fifteen years will wipe them out entirely. The trees that are left standing in your forests are practically all counted. You have in Minnesota the most valuable iron mines in the world, but you have no coal, you cannot make iron. All you can do is to dig iron ore with steam shovels and take it to other parts of the country where they have coal and coke and can make the metal into Iron and steel. You cannot do it here as things are to-day, and it is very doubtful if iron will ever be successfully made ir Minnesota.

if iron will ever be successfully made in Minnesota.

That leaves you the farm, from which every man in the state must draw his living. Your cities, your churches, your schools, your universities, your lawyers, your doctors, your merchants, your millers, everybody, make their living out of the men who cultivate the soil, and this must go on in Minnesota for all time. Now, what are you doing to help the farmer? To help him means to help yourself. The state has a most excellent experimental farm, or a department attached to the state university. It does little more now than help to get appropriations for the other end.

Was Younger Then.

Was Younger Then.

There was a time—twenty years last spring—in this state, and particularly in the northern part of it, when no rain fell from seed time until the last of July. The grain stood green in the fields, barely diving. In July some copious showers fell, and they made a little more than half a crop. I didn't know as much then as I do now. I was younger and had less experience. I thought I would help the farmers of the state, so that they would not depend on one crop. I thought I would help them to some good stock and cattle and hogs. And in my innocence (laughter) I thought when they had the opportunity they would take advantage of it. I got together some excellent herds of beef and dairy cattle for Was Younger Then. vantage of it. I got together some excellent herds of beef and dairy cattle for myself, and I brought out within two years, manly from the North of England and Scotland, about 800 thoroughbred bulle. Something over 660 of them were distributed in this state and less than 261 in North Dakota. Now I want to say that the people of North Dakota derived more benefit from less than 280 than the people of Minnesota did from 600. What did they do? Most of them sold them. (Laughter.) I gave the pigs and they killed them in the fall—and they were good winter pork! (Laughter.) This is actually what they did with pigs that I brought from the old country or with the stock which was bred from them, and for which I paid as high as \$300 for a single animal. Those I sent them were just as good. They were misled. A lot of designing demagogues—rank demagogues—who care no more about the farmer than they do about the wind that whistles. If they can get his vote, told the farmers that I was trying to reflect upon the great wheat-raising State of Minnesota, trying to linjure its good name—by bringing the best-stock that I could find and distributing it free of price to the people of the state. It was discouraging, but I kept it up and showed them that they might in Minnesota feed cattle successfully, and send cattle from Minnesota to compete with our friends from Illinois. I fed stock ten miles from here, raised the fodder they ate, and I have a hatfull of gold medals that I took in competition in Chicago between the strings and Missouri, and lows, and Nebraska, and Kansas, and Indiana. (Applauses) Mr. Hill proceeded to say that one year he sent only a single steer to the live stock show at Chicago because they had pleuro pneumonia down there and he took seven first prizes. He had taken the sweepstakes against all of the states when he showed four of five animals. He said he held for a Minnesota fed steer, he highest record in the United States of percentage of dressed to live weight 74% per oent killed in Chicago in competition with

Mr. Hill said that a year ago last winter he went to the State of Washington to attend a meeting of farmers. They were getting less than 50 cents a bushel for their wheat. He gave them a reduction of 10 per cent on the freight rate, but what he tried to impress upon them was that they needed new markets. There were not enough people to eat wheat in the markets they were selling in to consume all they had to sell.

Our efforts to find a new market have been successful—more successful than I had hoped for—and the demand for wheat for export to Oriental markets has been such that the

demand for wheat for export to Oridental markets has been such that the defarmers of the State of Washington dead from 75 cents to 80 cents a bushel. Some things have happened in the last two years. The progress we have made has been greater than I expected five years ago to make durding my lifetime.

Last February and March the mills in Minneapolis began, in a small way, to ship flour to Australia and to China and to Japan. It seemed a long way to send flour to market, from Minneapolis by way of the Pacific coast to Australia, but by taking advantage of all the conditions entering into the question of transportation, loading our cars in both directions with full loads, we were able to give a rate from Minneapolis to Hongkong of 40 cents a hundred-40 cents a hundred for 8,000 miles—\$8 a ton! It is a mill a ton a mile—the lowest transportation that ever was thought of on the face of the earth. The rate of transportation from here to New York (1.300 miles) is 25 cents a hundred, \$5 a ton. It is 2.000 miles of rail transportation from here to New York (1.300 miles) is 25 cents a hundred, \$5 a ton. It is 2.000 miles of rail transportation from here to the coast, and then 6,000 miles of water.

I have been charged with everything—from "an Oriental dreamer" to a crank (laughter), but I am ready at all times to plead guility to any intelligent effort within my power that will result in getting new markets for what we produce in this northwestern country; because every bushel that you take out of the market here, every bushel you send to a new market, everything that you send to a new market, everything that you send to a new market, every bale of cotton you send to a new market, every bale of cotton you send to a new market, every bale of cotton you send to a new market, every bale of cotton you send to a new market, every bale of cotton you send to a new market, every bale of cotton, or the farmer in Minnesota shall send his wheat to the Orient, or the farmer in Minnesota shall send his wheat to the Orient, or th

cess. I think I can give you some neures that will be of interest to you on that subject.

He quoted in detail the ports in Australia and the Orient where shipments of wheat and flour had been made, showing that for the fiscal year ending June 30, 4,319,392 bushels of wheat and 1,565,488 barrels of flour had been shipped.

That business has only begun, and yet the largest orders for flour that have ever come to Minneapolis from any quarter have come from the Orient. So great is this demand that to-day it is making itself felt in the price of every bushel of wheat that is sold in this market. The most intelligent wheat authority I kn. aviol me, within a few weeks, that the lowest estimate that he could make of the enhanced price of grain, owing to this Oriental demand, was already five cents, and he thought that actual figures would show it to be seven cents, a bushel.

Now, if it is five cents a bushel an 180,-00,000 bushels raised in our three Northwestern states, it amounts to \$9,000,000. It is worth saving, it is worth making an effort to bring it about, and we have in every way in our power tried to make it possible to carry that into effect.

Now, what help do we get?

Now, what help do we get?

When we make a rate that is the lowest rate that ever was made for transportation in the world, we have to defend ourselves from the state and from the nation because we are "restraining trade!" Absolutely defending ourselves from "restraining trade!" It is said that if we have the power, the power must be used

They forgot that in order to compete with the merchant marine of every nation flying a commercial flag on the high seas that we must have power to carry that trade forward. It takes power to carry that trade to the extent we have carried it. Who else has carried it? Who else has raised their hand for it? But her forget the greater contains the less else has raised their hand for it? But they forget the greater contains the less. The power to expand a trade and build it up and make it great and make it possible to ship a barrel of flour from here to Hongkong at 30 cents, more than it costs to send it from here to New York—that takes some power. The power to expand trade makes us criminals, and we are defending lawsuits to-day because we are charged with the power to restrain trade, and that if you have the power to carry the trade en you must have some power somewhere, no matter how you exercise it—you are a public criminal against the law of your country. (Laughter.)

Now the time is coming when it won't be my funeral—it will be yours. Mr. Chamberlain a year ago took a leaf out of our political economy and started out a political campaign in Great Britain in

A Preferential Tariff,

in favor of a tariff under which Great Britain would admit the agricultural products of her colonies free, and the colonies in return would give her free access to their markets, and tax everybody else; Great Britain, on the other hand, agreeing to put a tariff or a tax on the imports of every other nation.

The agricultural industries of this country are enormous. Last year the figures.

try are enormous. Last year the figures, as I remember them, furnished by the agricultural department of the general as I remember them, furnished by the agricultural department of the general government, gave three thousand million dollars as the value of the products of the farms of this country. Great Britain and her colonies buy from us above 70 per cent of all our exports. Suppose they put a tariff of 12 cents a bushel on our wheat. Remember that the surplus wheat we export fixes the price of the entire crop, that which we sell among ourselves and that which we sell to go abroad. The surplus grain always fixes the market price. If your wheat is taxed 10 cents a bushel on 189,000,000 bushels in your three Northwestern states it would amount to \$18,000,000. That you have got to pay. These conditions are not far from you. Every day you see in the newspapers that Mr. Chamberlain is winning his way. He has made more progress in the first year than he expected to in the first three years when he took it up a year ago, and it is only a question of time when your have got to gay this tax if you send your wheat to Great Britain.

pay this tax if you send your wheat to Great Britain.

Now, what will you do? What other market have you got? You may rely on us; you may say, 'We are depending on you to give us this Oriental market.' We cannot disobey the law. (Applause.) We will do anything in our power to help you. We have from the beginning.

We have led in every reduction of rates on agricultural products that has been made in twenty years in the Northwest. We have never needed a spur. We have increased the traffic as fast as we could, and by a larger tonnage we are able to reduce the rate. the rate.

When we took the road, twenty-five years ago, the rate from St. Vincent on grain was 40 cents a hundred. To-day it is 15 cents a hundred. (Applause.)
All we need is our dividend; we get our per cent if we earn it, and we earn it very easily. And I want to assure you there is not much profit in carrying a barrel of flour from here to Hongkonk at 40 cents a hundred. Whether we do it or

whether we do not do it does not cut much figure in our treasury. Our stockholders would never know it. But you would know it. Your cities would know it. Every man living in the broad State of Minnesota will know it. If Mr. Chamberlain's policy is put in effect you will know it greatly to your sorrow.

I said before we are ready to keep step with you to the very farthest limit that is possible, but we can't make ourselves criminals in the eye of the law.

He asked the farmers what they were doing to help. He said the people of Washington were awake and when they found that the interstate commerce commission was about to issue an order that all rates made to or from Asiatic points shall be published they petitioned the commission to refrain from making such an order because it would practically give our rates to foreign competitors and they would underbid the American rate and so divert the shipments of produce from this country to others. That matter is now pending before the interstate commerce commission. He read an extract from the memorial sent by the shippers of the Pacific coast protesting against having American commerce handicapped in the interests of foreign nations by such unwise action as this.

We are in competition in China with English, German, French, Scandinavian, Dutch and Italian lines, and if we are compelled to make our rates public they simply take advantage of it. He said he wanted business men, the merchants, the bankers, the millers, the farmers, in fact everybody, because we all depend upon the man, as I said before, who cultivates the land, I want you to see that our hands are not tied, that the markets are not closed to us, and if the farmer is taxed 10 cents a bushel on his grain and a proportionate tax is placed on his provisions, his hogs, his cattle, his lard, his tallow, his cotton which he has to sell, going to Great Britain, bear in mind, you will pay the tax. When you have no surplus or only a very small surplus, then they will come here and compete for your food if they need

then they will come here and compete for your food if they need it.

Pride Before a Fall.

You may say "Oh, well, they have got to buy their bread from us or their people will starve." I will call your attention to the fact that twenty years ago the Province of Manitoba did not export a bushel of wheat. Of the last crop it exported 35,000,000 bushels. At the rate your American farmers are going into that country, in ten years they will raise all the wheat Great Britain needs. Then you will pay the tax, or you will hold your wheat, or you will find a new market. You may then appreciate the value of the Oriental market. Possibly its inception was in the mind of "an Oriental dreamer," but it makes no difference about the dream as long as the dream comes true. (Applause.) When that time comes, I want you to bear in mind that an old man called your attention to it before. (Applause.)

To show that Minnesota was not making the progress which she should. Mr. Hill took the receipts of the Great Northern road in ten Minnesota towns, namely; Anoka, St. Cloud, Alexandria, Barnes-ville, Thief River Falls. St. Hilaire, Stevens, Hallock and St. Vincent.

The total business of these ten stations five years ago was \$550,000. The year ending June 30 last it was \$1,435,000 the increase being \$485,000, of which \$148,000 was at Thief River Falls.

Now, I commence in North Dakots. Larimore (west of Grand Forks about thirty miles), increased from \$101,000 in 1895, to \$150,000; Devils Lake from \$132,000; to \$257,000; Cando from \$132,000 to \$257,000; Cando from \$130,000 to \$162,000; Granville from nothing to \$133,000; Minot from \$124,000 to \$391,000; Souris, where the road was built two years ago and the station two years ago to compare with), \$280,000; Bottineau from \$48,000 to \$182,000.

These ten towns, five years ago, had a business of \$752,000, against \$250,000 in

These ten towns, five years ago, had a business of \$752.000, against \$550.000 in the Minnesota towns. Minnesota has grown to \$1.435.000, or an increase of \$485.000, Dakota has grown from \$752.000 to \$2.304.000, or an increase of \$1.500.000 to \$2.304.000, or an increase of \$1.500.000 to \$2.304.000, or an increase of \$1.500.000 to \$2.304.000, or an increase of \$1.500.000

The time has come when you are one growing as fast as you think you are. There are large areas of the best farming land in the State of Minnessta where there are not as many acres under cultivation as there were twelve or fifteen years ago. Some parts of our road in Minnesota I go through at night because I don't want to see the absolute neglect and in-

of to see the absolute neglect and infamous farming.

If any of you gentlemen think that I
have painted the picture in too high colors by calling your attention to what
Mr. Chamberian is doing, and to what
is the absolute and immediate effect that
you may and must look for, I will be
ready to answer for the faith that is in
me. I know I am right, and I know the
time is coming when you will have to
hear an additional burden of from twenty
to thirty million dollars a year in these
three Northwestern states unless you to thirty million dollars a year in these three Northwestern states unless you can find a new market for your stuff. Where will you go? Can you take it there for nothing? The African will eat corn meal. He doesn't care so much for wheat form.

The African will eat corn meal. He doesn't care so much for wheat flour. It is a singular fact, but it is true, that every nation, including India, once they get wheat flour, prefer it to all other food. I was taking to an intelligent Japanese the other day—a professor in one of their universities, and in his country an eminent physician. He told me that the cause of their great tendency to dronsical complaints was the large proportion of rice which they consume, and that an imperial commission had made this report to the government, and for that reason they wanted to buy more of our flour.

and for that reason they wanted to buy more of our flour.

Now, you have always been in the habit. I think, of feeling that we are at all times ready to do anything in our power to help you, but when the exercise of power in the carrying of your business to new markets, to take the place of the market that you are losing, becomes a crime, and we lay ourselves open to fine and imprisonment. I have got to tell you that we don't want either, and you have got to see, if you want to, whether your representatives are ready to stand

For or Against Your Interest.

As far as we are concerned we are per-

For or Against Your Interest.

As far as we are concerned we are perfectly happy. As I said before, our dividends won't suffer whether we carry one barrel of flour or one million barrels of hour. There is very little in it. But there is this in it: I have always held, as a principle, that in operating a railroad our greatest prosperity of the people living on the line, and unless we can take the natural resources of the country (and your natural resources are confined practically to what is raised on the farm)—unless we can take the natural resources of the country to some market where they can be sold with a profit to the man who raises them, who creates there, the time is not far distant when we will stop creating them

You can sell out or abandon your farm.
We cannot abandon our railroad. We

You can sell out or abandon your form. We cannot abandon our railroad. We might sell the shares, but the railroad must be there: it is under contract to be operated and it has got to be operated Now, it is our most selfish interest to put the whole situation where it is within your reach, within the reach of the people living on the line, to develop the local interests, whatever they may be, with a profit to themselves, or else our investment is worthless. And, following that up, I have tried in every way that I could to find new markets for your stuff. Before we built a mile of road west of the Rocky mountains we had men in the East seeing what the business was and how far it might be developed. And we have kept men there from that time and how far it might be developed. And we have kept men there from that time to this.

we have kept men there from that time to this.

He read quite a lengthy report from an agent in China, which he had just received, showing how Russia and other countries were getting their grasp upon the commerce of China and the Orient generally to the exclusion of the products of the United States.

Now, I have read you this to show you that it is not all fun. It is not the easiest task to compete with all the nations for their trade, and with all the nations for their trade, and with all the adverse conditions we have to meet. And it is a still harder job when we are told that it is against the law to do it. And when it comes to a point where you need that market, if you are barred out of it, it won't be our fault.

I won't detain you any longer. It is getting late and I have trespassed on your time too much, I simply want to say this: That if the time comes that the conditions that I have outlined are realized by you, remember that, as far as I could, you were forewarned. (Applause.)

A unanimous vote of thanks was tendered by the society to Mr. Hill for his A unanimous vote of thanks was ten-dered by the society to Mr. Hill for his able address.

ADDS TO THE COTTON AREA.

Paraguay is About to Engage in the Culture on a Large Scale.

The recent advance in the price of cotton in this country and in England has stimulated the culture of the plant in other countries. The possibility that the cotton manufacturers of the world are facing the prospect of a learth of raw material seems to have excited the people of Paraguay. Cotton grows wild in that country, and the cultivated product, though different from ours, has a long and fine sta-

As in Peru, the plant is a small tree rather than a little bush, and it lives and produces for several years. European manufacturers have reported good results from its use. The Paraguayans, however, have never given much attention to its cultivation.

The newspapers of Asuncion have suddenly awakened to the opportunities presented, and have risen to the occasion. They are offering many sugsestions to the government and assert that cotton will yet place Paraguay on he high road to prosperity.

They ask the government to employ the services of men of science, like Dr. Bertoni, to prepare pamphlets for distribution in the cotton trade of Great Britain, France and Germany, descriptive of the nature and qualities of Paraguayan cotton and the facilities for producing large supplies of it. They ask that Dr. Bertoni, Mr. Anisits and other experts be engaged to make a survey of the lands adapted to cotton cultivation in the republic; also that the government print and distribute among the farmers of the lowlands the best information as to the methods of cotton-raising

"We may in a short time export \$100,000,000 worth of cotton in a year, announces the enthusiastic Paraguay, a German weekly published at Asun

WHAT'S THE BILL GOOD FOR?

Brooklyn Tailor's Comment on a Recent Find at Nippur.

On the car the other morning happened to hang by the strap next to Bimmelstein's. Between begging pardons of and granting pardons to my near neighbors, I managed to read a few paragraphs in my newspaper. One of them told of a remarkable find by a Nippur expedition of the University of Pennsylvania. It was nothing less than a well-preserved and thoroughly authenticated tailor's bill nearly 5,000 years old. Since Bimmelstein himself is en-

gaged in the clothing business, I thought he would be interested in this ancient relic, so I told him about it, but the story seemed to make no impression on him.

"Hang it, man," said I, "don't you understand? It's a tailor bill almost 5,000 years old."

"Vell," he answered, "vot iss it good for? Dey can't gollect it."

No Plain Cooks.

Sir Thomas Horne, the president of the Canadian Pacific Railroad, made recently a tour of inspection over the Pennsylvania line from Philadelphia to Pittsburg.

Sir Thomas was much pleased with the service and cuisine of his dining car. He inspected the kitchen and showed great interest in the skilled

The cook, who was something of a wag, described to him distinguished visitor the kitchens of the great New York hotels, where the walls are of glass, the floors of vitrified brick, the tables of white marble, and the cooking utensils of German silver.

"A great hotel chef," he said, "has from fifty to seventy-five assistants under him. I know one of these chefs, and I visited him two weeks ago. His assistant cooks were all young women -the prettiest lot of young women ever saw.

'Why, Gaston,' I said to my friend why pretty girls you employ!"

"'Indeed, they are pretty," said he Plain cooks won't do here."

Are Kind to Their Horses.

Evidently there is one place where there is little need of a society for the prevention of cruelty to animals, and that is Jersey. The farmers there are so careful of their horses that they do not work them more than is absolutely necessary, and frequently do work which is done elsewhere by

If a farmer has to plow a heavy piece of ground he is obliged to use his team, but if the ground which is to be broken up is light it is very probable that he will take the place of a horse.

At first glance labor of this kind may seem very irksome, but it really is not, for the farms in Jersey are small and it does not take long to cultivate the ground. Still, in other places where the farms are equally small, no one thinks of sparing the horses, and there is little doubt that up-to-date agriculturists consider the Jersey farmers far behind the times because in the kindness of their hearts they are as lenient to their horses as possible.

The Masquerade.

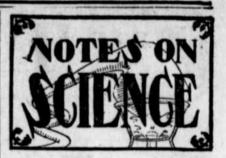
Masked dancers in the Dance of life
We move sedately . . . wearily to
gether,
Afraid to show a sign of inward strife,
We hold our souls in tether.

We dance with proud and smiling lips,
With frank, appealing eyes, with shy
hands clinging.
We sing, and few will question if there

A sob into our singing.

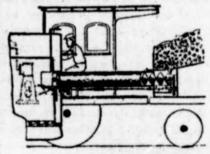
Each has a certain step to learn, Our prisoned feet move staidly in se And to and fro we pass, since life is Patiently, with masked faces.

Yet some there are who will not dance.
They sit apart most sorrowful and splendid.
But all the rest trip on as in a trance.
Until the Dance is ended.
—Olive Custance. in Living Age.



Automatic Fuel Stoker. With the introduction of the brake on railway trains the trainman's occupation no longer consists of the combination of calling stations and handling the brakes, the latter duty having been eliminated by an apparatus under control of the man in charge of the engine, and enabling him to bring his train to a stop at the proper place at the station or to apply the brakes instantly in case of danger. instead of giving the signal and waiting until the brakeman can tighten the brakes. Now the question arises, is

the engineer to be his own fireman as well as brakeman? It would certainly seem so, from the invention of a western man, which is shown in the picture. Should the point be raised that the engineer has enough to do in watching his engine and the track ahead the answer can be given that the arrangement is almost automatic, and only a little attention while stop



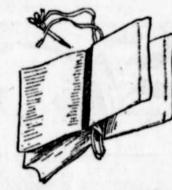
ped at a station is needed to keep the

Feeds the Boiler Without Aid.

automatic stoker in working condition. As long as the supply of fuel in the hopper is not exhausted the worm screw will carry it forward and discharge it into the boiler, the screw being actuated by an auxiliary engine obtaining steam from the boiler. Should the engineer discover his steam indicator climbing too high he has only to cut down the amount of feed for a time, and even this portion of the work could be looked after automatically by connecting a stop lever with the safety valve. There is no opening of the furnace door at frequent intervals to ascertain the condition of the fire and shovel in more coal, but the draft through the firebox is maintained continuously, and under these circumstances it should not be a difficult task to gauge the apparatus so that the proper amount of fuel would be discharged into the combustion chamber continuously.

Handy Cover for Books.

So great is the demand for literature in this century that in public conveyances people will be found devouring the contents of books while on their way to business. To meet this want the publishers are issuing nearly all of the standard works in small volames, which can be slipped in the pocket or grip and carried about with ease. One difficulty, however, has crisen in the frequency with which



No More Soiling of Bindings.

er stained while in use, often render ing them unfit for a place on the shelves of the library without rebind ing, an expense too great for the ma jority of book-lovers. To serve as a protection for book covers while being handled, and also to aid in marking passages and indicating the pages, the convenient shield shown in the illus tration has recently been designed. It is preferably made of cloth, and is fitted with pockets, in which the cov ers are inserted, while the center of the back has longitudinal openings in which any number of small ribbon markers can be inserted. The illus tration shows the process of placing the protector on the book, the covers being drawn back and inserted in the pockets simultaneously. It is a simple matter to cover the book, and any one can well appreciate the merits of having a washable shield soiled instead of the book itself. Mrs. E. B. Schrenk, of Philadelphia,

Pa., is the inventor.

Telephone and Phonograph. The London Daily News says that

an English engineer named Ernest George Craven, who for some time was one of Thomas A. Edison's assistants at Menlo Park, has invented a machine which combines the properties of the telephone and phonograph. As the sound is received over the telephone it is recorded on a wax cylinder, from which it can be repeated when desired. Several successful demonstrations, it is stated, have been given at the Daily News office in Lon-

All Contracts Let to Americans.

According to Electricity, every contract for the first high-speed railway to be built in Japan has been let to American concerns, and every part of the equipment of the road will be nade in this country.